



RESOLUTION ALLOCATING \$580,000 IN PROP K SALES TAX FUNDS AND \$383,776
IN PROP AA VEHICLE REGISTRATION FEE FUNDS FOR THREE REQUESTS, WITH
CONDITIONS

WHEREAS, The Transportation Authority received three requests for a total of \$580,000 in Prop K local transportation sales tax funds and \$383,776 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Bicycle Circulation/Safety category of the Prop K Expenditure Plan; and from the Transit Reliability and Mobility Improvements category of the Prop AA Expenditure Plan; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K or Prop AA 5-Year Prioritization Program (5YPP) for each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, Two of the three requests are consistent with the relevant 5YPPs; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Bicycle Safety Education and Outreach requires an amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$100,000 from Citywide Neighborways to the subject project in Fiscal Year 2019/20, and reprogram all of the funds Fiscal Year 2020/21 programmed for Bike Safety Education and Outreach (\$90,000) to Citywide Neighborways, as summarized in Attachment 3 and detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$580,000 in Prop K Sales Tax Funds and \$383,776 in Prop AA Vehicle Registration Fee Funds, with conditions, for three projects, as described



in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2019/20 budget to cover the proposed actions; now therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Bicycle Circulation/Safety 5YPP, as detailed in the attached allocation request form for Bicycle Safety Education and Outreach; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$580,000 in Prop K Sales Tax Funds and \$383,776 in Prop AA Vehicle Registration Fee Funds, with conditions, for three projects, as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K and Prop AA Expenditure Plans, the Prop K Strategic Plan, the Prop AA Strategic Plan, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the attached allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted, and the Transportation Authority does not guarantee reimbursement levels



higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsor to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsor shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, Prop K Strategic Plan, Prop AA Strategic Plan and relevant 5YPPs are hereby amended, as appropriate.

Attachments:

1. Attachment 1 -Summary of Requests
2. Attachment 2 - Project Description
3. Attachment 3 - Staff Recommendation
4. Attachment 4 - Prop K/AA Allocation Summary - FY 2019/20
5. Attachment 5 - Allocation Request Forms (3)



**San Francisco
County Transportation
Authority**

BD041420

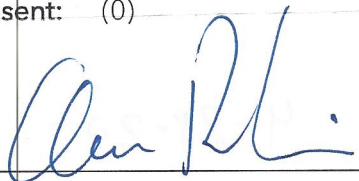
RESOLUTION NO. 20-51

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 28th day of April, 2019, by the following votes:

Ayes: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, Walton, and Yee (11)

Nays: (0)


Absent: (0)

 4-28-20

Aaron Peskin
Chair

Date

ATTEST:

 4/29/20

Tilly Chang
Executive Director

Date

Attachment 1: Summary of Requests Received

							Leveraging			
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop K	39	SFMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2	\$ 480,000		\$ 480,000	28%	0%	Design	9, 10
Prop K	39	SFMTA	Bicycle Safety Education and Outreach	\$ 100,000		\$ 100,000	28%	0%	Construction	citywide
Prop AA	Transit	SFMTA	Third Street Transit and Safety Improvements		\$ 383,776	\$ 2,883,776	NA	13%	Construction	6
TOTAL				\$ 580,000	\$ 383,776	\$ 3,463,776	5%	11%		

Footnotes

- ¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).
- ² Acronym: SFMTA (San Francisco Municipal Transportation Agency)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2	\$ 480,000	\$ -	Requested funds are for design of the next set of improvements to the subject intersection, also known as the Hairball. This project will build on previous planning and Phase 1 near-term improvements. It will create a continuous, accessible and safe series of bicycle and pedestrian pathways that connect the surrounding areas, providing a crucial link between residential neighborhoods and vital destinations such as regional transit stops, parks, hospitals, educational institutions and food markets. The scope includes roadway striping, signs, posts, and some civil design work, including designs for five new concrete raised crosswalks. Design is expected to be done by March 2021.
39	SFMTA	Bicycle Safety Education and Outreach	\$ 100,000	\$ -	Provide 16 months of Bicycle Safety Education and Outreach from September 2020 through December 2021, building on successful past programming. The program provides learn-to-ride and bicycle safety classes to more than 1,000 people and includes broad outreach to San Francisco residents and visitors via in-person presence at fairs, festivals, farmer's markets, and open streets events. Educational and promotional materials will be distributed in English, Spanish, Chinese, and Filipino. Each year, a minimum of two classes each shall be conducted in English, Spanish, and Chinese, and a minimum of one class each conducted in Filipino. See the attached allocation request form for the most recent summary report (2017 - 2019) for details on class attendance and demographic information.
Transit	SFMTA	Third Street Transit and Safety Improvements	\$ -	\$ 383,776	Funds requested are to construct improvements intended to reduce bus delays and improve pedestrian safety to better accommodate existing travel demand patterns on Third Street between Howard and Brannan, and at Townsend Street at Third Street. The overall project will be delivered in three phases. Phase 2, the subject of this request, will add a transit-only queue-jump turn lane at Townsend and Third streets, and signal hardware modifications at the intersections of Third Street and Folsom, Harrison, Bryant, and Townsend streets. The project is anticipated to be completed by July 2021.
TOTAL			\$580,000	\$383,776	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended
39	SFMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2	\$ 480,000	\$ -
39	SFMTA	Bicycle Safety Education and Outreach	\$ 100,000	\$ -
Transit	SFMTA	Third Street Transit and Safety Improvements	\$ -	\$ 383,776
TOTAL			\$580,000	\$383,776

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

Recommendations
5-Year Prioritization Program (5YPP) Amendment: Request includes an amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$100,000 from Citywide Neighborways to the subject project in FY 19/20, and reprogram all of the funds FY 20/21 programmed for Bike Safety Education and Outreach (\$90,000) to Citywide Neighborways. See attached 5YPP amendment for details.

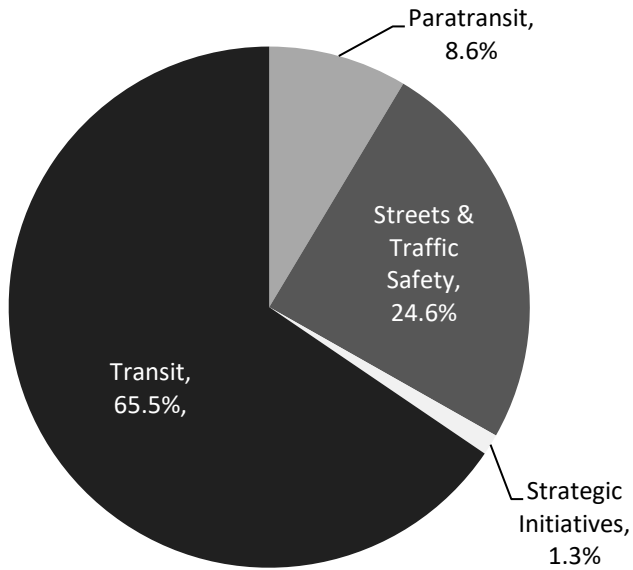
Attachment 4.
Prop K and Prop AA Allocation Summaries - FY 2019/20

PROP K SALES TAX

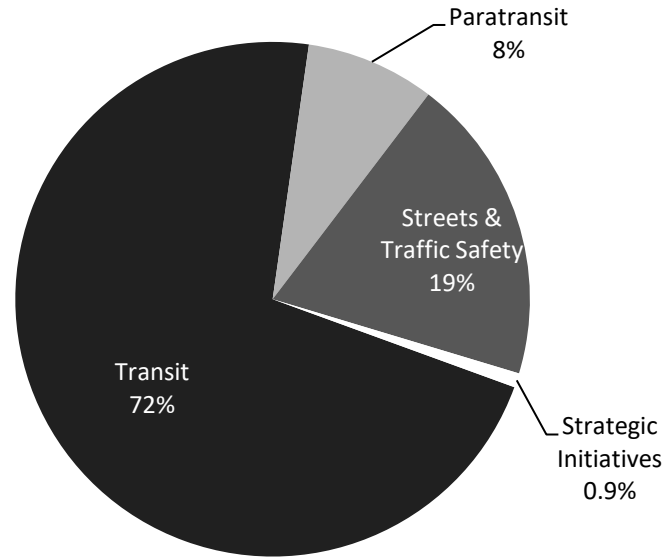
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 150,376,024	\$ 23,771,038	\$ 65,497,456	\$ 12,168,066	\$ 9,934,729	\$ 35,560,081	\$ 2,727,154	\$ 717,500
Current Request(s)	\$ 580,000	\$ -	\$ 530,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 150,956,024	\$ 23,771,038	\$ 66,027,456	\$ 12,218,066	\$ 9,934,729	\$ 35,560,081	\$ 2,727,154	\$ 717,500

The above table shows maximum annual cash flow for all FY 2019/20 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date

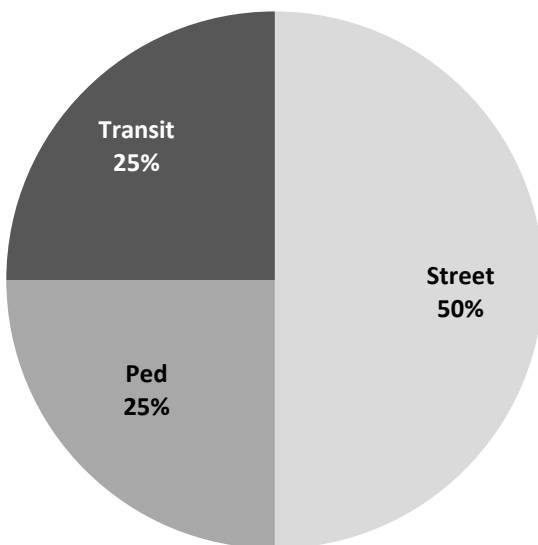


PROP AA VEHICLE REGISTRATION FEE

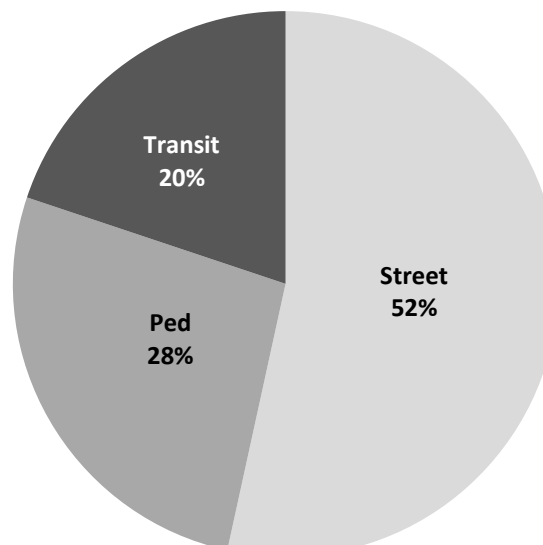
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Prior Allocations	\$ 6,852,380	\$ 2,365,202	\$ 3,193,812	\$ 1,293,366	\$ -
Current Request(s)	\$ 383,776	\$ -	\$ 383,776	\$ -	\$ -
New Total Allocations	\$ 7,236,156	\$ 2,365,202	\$ 3,577,588	\$ 1,293,366	\$ -

The above table shows total cash flow for all FY 2019/20 allocations approved to date, along with the current recommended allocation(s).

**Investment Commitments, per Prop AA
Expenditure Plan**



Prop AA Investments To Date



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Bicycle Circulation/Safety
Current Prop K Request:	\$480,000
Supervisory District(s):	District 09, District 10

REQUEST

Brief Project Description

Improvements to the existing limited circulation network for people walking and biking through the Cesar Chavez/ Bayshore/ Potrero Intersection known as the Hairball. The project will create a continuous, accessible, and safe series of bicycle and pedestrians pathways that connect the surrounding areas and destinations. Phase 2 will build on the improvements completed in Phase 1 with scope that includes raised crosswalks at key crossings, new and upgraded bike lanes, flashing pedestrian beacons, and wheelchair accessibility/safety improvements such as curb ramps and special pavement striping.

Detailed Scope, Project Benefits and Community Outreach

In the area known as the Hairball, Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue change from city streets to a complex arrangement of bridges and ramps linking with Highway 101. The intersection is built in three levels, with pedestrian and bicycle circulation generally restricted to the middle and ground levels, while motor vehicles use all three levels. This series of pedestrian and bicycle pathways in the Hairball allow for connections between Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue that are not possible by vehicle. However, the network has clear gaps where the bicycle and/or pedestrian facilities are limited or substandard. Certain portions of the network are not ADA accessible and are in poor condition. Lastly, because of the many paths that intersect in this area, the interchange is challenging to navigate and there are points of high conflict between vehicles, pedestrians and bicycles.

In 2010, the San Francisco Planning Department began a community outreach process to develop a community-supported vision and design for a safe, comfortable and accessible Cesar Chavez Street for all users. This outreach process culminated in the Cesar Chavez East Community Design Plan, which was finalized in early 2012 and incorporates the Hairball. The Plan separates the larger Hairball area into a series of segments (see map, attached) and includes safety improvement recommendations for each segment. In fall 2015, the Transportation Authority allocated \$100,000 in Prop K Neighborhood Transportation Improvement Program funds to develop recommendations for safety improvements at five of the prioritized segments: Segments F and G at the western entry to the Hairball, and Segments M, N, and O at the southeastern entry to the Hairball. SFMTA and Public Works have implemented near-term improvements to Segments M,N, and O and capital improvements to F,G,M,N, and O.

For details of the Phase 2 scope see the list of improvements by location (i.e. by project segment) and the segment map, attached. Phase 2 will build on previous planning and near-term improvements to the existing limited circulation to create a continuous, accessible, and safe series of bicycle and pedestrians pathways and linkages that connect the surrounding areas, providing connections between residential neighborhoods and vital destinations such as regional transit stops, parks, hospitals, educational institutions and food markets.

The scope and construction costs of Phase 2 have been reduced from those originally planned. Due to feasibility issues the planned sidewalk expansions and lighting upgrades have been cut from the scope. During Phase 1 the sidewalk widening elements were found to be infeasible due to issues with utilities and Caltrans rights-of-way. Planned lighting changes were cut from the scope because lighting falls within the purview of the San Francisco Public Utilities Commission, which has made some bulb upgrades in the area's existing lights. The revised scope therefore focuses on

raised crosswalks, rectangular rapid flashing beacons, and pavement striping to improve safety in the Hairball.

The revised Phase 2 scope includes roadway striping, signs, posts, and new concrete and asphalt raised crosswalks for the following:

- > new/ upgraded striping for bicycle lanes;
- > key crossings to be upgraded with raised crosswalks, new curb ramps, and flashing pedestrian beacons;
- > wheelchair accessibility to be improved through additional striping and new curb ramps.

This project builds on earlier community engagement processes, including Cesar Chavez East Community Plan and the Prop K NTIP funded Bayshore Boulevard/Cesar Chavez Street/Potrero Avenue Intersection (The Hairball). This phase does not include additional in-depth outreach through open houses or public meetings, but will continue to engage with neighbors, community groups and schools nearby with stakeholder interviews and door-to-door outreach. We expect this outreach to be completed in late Spring of 2020.

Project Location

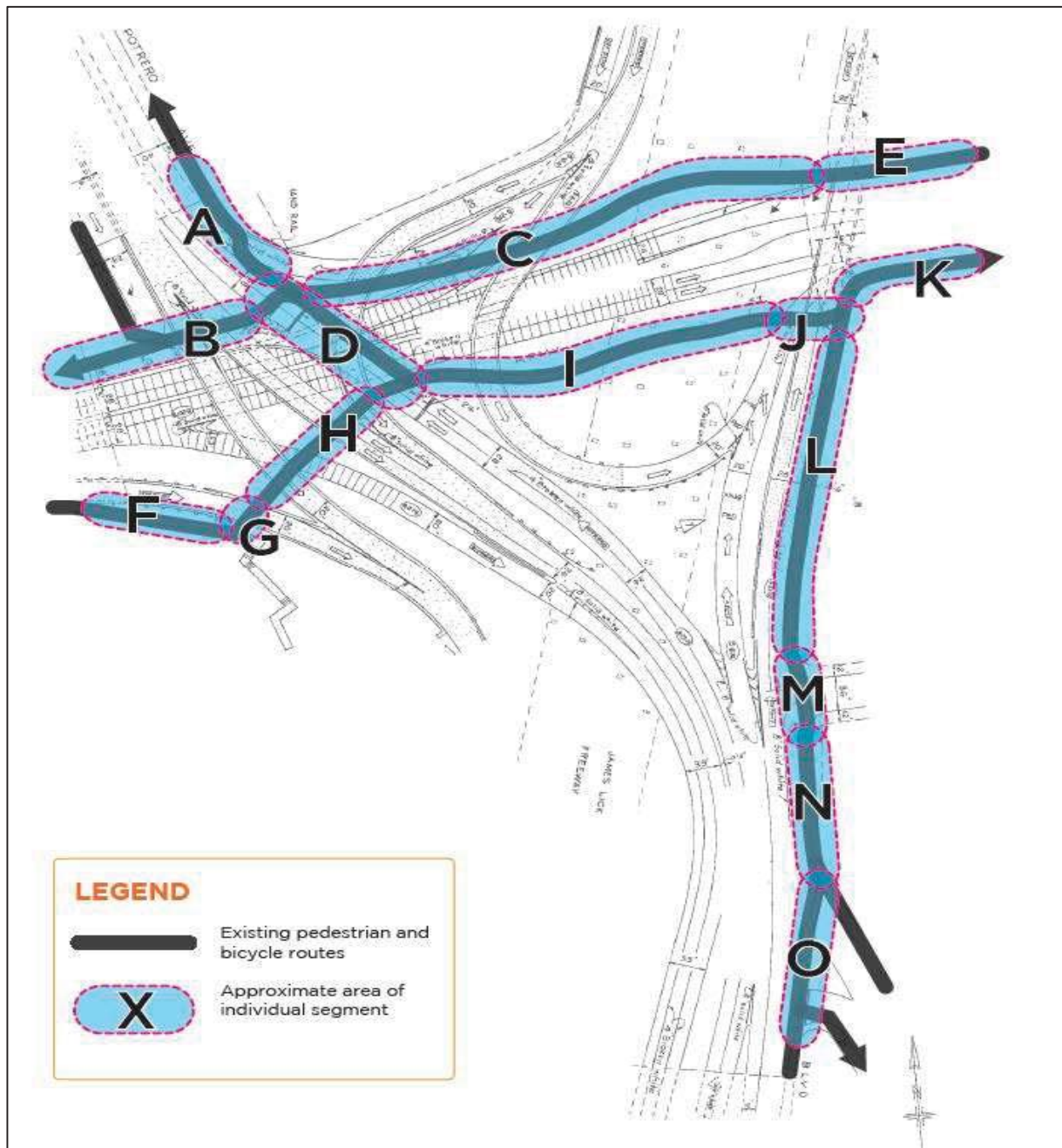
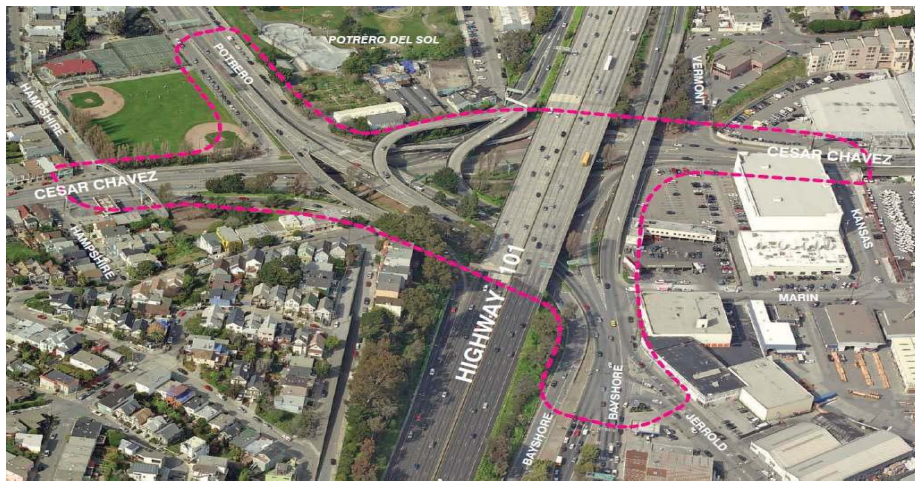
Cesar Chavez/Potrero/Bayshore intersection

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$480,000



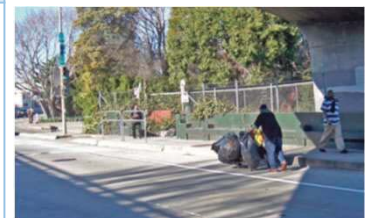
The Hairball Improvements Phase 2 - Scope and High Level Cost Estimates

Scope by Segment and Cost

Segments F,G and N not included; improvements to these segments are included in Phase 1 and are underway

Portions of Segments M and O included; remainder of improvements in those segments are included in Phase 1

Segment	Description	Boundaries	Potential Scope of Improvements	Design	Construction
Segment A: (approx. 150ft)A	In segment A, the vehicular circulation network intersects the pedestrian and bicycle network. Vehicles exiting highway 101 southbound toward northbound Potrero Avenue dip below grade while making a sharp right turn. Before the off-ramp rises completely up to street level, it crosses a pedestrian crosswalk that is several steps below sidewalk grade.	<ul style="list-style-type: none"> • North: Potrero (NB), right after the merge from Cesar Chavez • South : Exit of the bikeway bridge from E Cesar Chavez 	Flashing beacon	\$25,000	\$150,000
Segment B: (approx. 150 ft.)	Segment B carries pedestrians and cyclists between the northbound Potrero and southbound Potrero crosswalks. The existing combined bicycle and pedestrian path is a sidewalk less than 8 feet wide.	<ul style="list-style-type: none"> • East : Crosswalk at northbound Potrero • West: Southbound Potrero crosswalk 	Paint and post upgrades	\$15,000	\$30,000
Segment C: (approx. 600 ft.)	Segment C is a bridge intended for westbound bicycle traffic only, but is also used by many pedestrians and some eastbound cyclists. There is no alternative pedestrians path on the north side of Cesar Chavez street between Vermont Street and Bayshore Boulevard.	<ul style="list-style-type: none"> • East: entrance the bikeway bridge • West: exit of the bikeway bridge 	Upgrade striping	\$10,000	\$30,000
Segment D: (approx. 150 ft.)	Segment D consists of an approximately 7'-4" wide sidewalk which carries pedestrians and southbound bicycles, an adjacent 6' wide curbside bicycle lane for northbound bicycles, and two crosswalks used by both pedestrians and bicyclists to cross northbound Potrero Avenue.	<ul style="list-style-type: none"> • North: Crosswalk at northbound Potrero • South: Crosswalk at off ramp/Bayshore , before roadway splits to either West Cesar Chavez or N.Potrero 	Paint and post upgrades	\$10,000	\$30,000
Segment E: (approx. 150 ft.)	Segment E is a westbound bicycle path and a missing link in the pedestrian network, spanning the gap between the north sidewalk of Cesar Chavez Street east of Vermont Street, and the bicycle bridge (also used by pedestrians) approximately 150' to the west.	<ul style="list-style-type: none"> • East: The gap between the north sidewalk of Cesar Chavez Street east of Vermont Street • West: Entrance to the bicycle bridge 	Provide two asphalt raised crosswalks, striping upgrades	\$20,000	\$40,000



Segment	Description	Boundaries	Potential Scope of Improvements	Design	Construction
Segment H: (approx. 150 ft.)	Segment H consists of a narrow bridge structure which carries pedestrians and eastbound cyclists under several highway ramps and over a trench carrying vehicles from Cesar Chavez Street to Bayshore Boulevard. The crosswalk at the eastern end of the segment is a crucial node connecting segments C, H and I.	<ul style="list-style-type: none"> • East: Eastern end of narrow bridge structure which carries pedestrians and eastbound cyclists under several hwy ramps and over a trench carrying vehicles from Cesar Chavez Street to Bayshore Boulevard. At east end, there is a crosswalk at Potrero Avenue. • West: Western end of narrow bridge structure. 	Upgrade striping	\$10,000	\$30,000
Segment I: (approx. 400 ft.)	Segments I carries pedestrians and two-way bicycle traffic through a large landscaped area and under the main freeway structure.	<ul style="list-style-type: none"> • East: Crosswalk at northbound Bayshore Boulevard • West: Crosswalk at Potrero Avenue 	Upgrade striping	\$10,000	\$30,000
Segment J: (approx. 25 ft.)	Segment J is an unsignalized crosswalk carrying pedestrians and two-way bicycle traffic across northbound Bayshore Boulevard between segments I, K and L.	<ul style="list-style-type: none"> • East: East end of crosswalk at northbound Bayshore Boulevard/City-Owned Parking Lot on E. Cesar Chavez • West: West end of crosswalk at northbound Bayshore Boulevard 	Concrete raised crosswalk, pedestrian and cyclist-activated signal, widen curb ramps, narrow roadway	\$160,000	\$330,000
Segment K: (approx. 300 ft.)	Segment K carries pedestrians and two-way bicycle traffic between Segment J and the intersection of Cesar Chavez and Kansas Streets. Eastbound cyclists use the wide curbside vehicle lane of Cesar Chavez Street.	<ul style="list-style-type: none"> • East: Intersection of Cesar Chavez and Kansas Streets • West: East end of crosswalk at northbound Bayshore Boulevard/ City-Owned Parking Lot on E. Cesar Chavez 	Narrow vehicle lane to install bike lane, possible 2 way bike lane on EB Cesar Chavez (striping); flashing beacon	\$10,000	\$30,000



Segment	Description	Boundaries	Potential Scope of Improvements	Design	Construction
Segment L: (approx. 350 ft.)	Segment L carries pedestrians and two-way bicycle traffic. The northern portion of the segment is a 10-foot wide path bordered by a city-owned surface parking lot to the east and the elevated Highway 101 northbound on-ramp to the west. The southern portion of the segment is significantly narrower.	<ul style="list-style-type: none"> • North: City-owned parking lot at E. Cesar Chavez • South: entrance to the 101 N Highway on-ramp/Intersection of Marin St. and NB Bayshore Blvd 	Striping/path markings	\$10,000	\$30,000
Segment M:	Segment M where Bayshore Blvd meets Marin Street has a two-way bicycle way and pedestrian crossing north south where northbound traffic makes uncontrolled right turns across and westbound traffic makes stop sign controlled right turns across. There is a Highway 101 northbound on-ramp north of the Marin intersection	<ul style="list-style-type: none"> • Bayshore and Marin Intersection 	Build a concrete raised crosswalk for pedestrians and bicycles crossing Marin Street at Bayshore Boulevard, create a two-way bikeway on Bayshore Blvd south of Marin Street	\$80,000	\$230,000
Segment O:	Segment O where Jerrold meets Bayshore Blvd carries northbound and southbound pedestrians and bicyclists	<ul style="list-style-type: none"> • Bayshore and Jerrold Intersection 	Build a concrete raised crosswalk for pedestrians and bicycles crossing Jerrold Ave at Bayshore Boulevard	\$70,000	\$100,000
Contingency				\$50,000	
TOTAL ESTIMATED COST				\$480,000	\$1,060,000



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)	Jul-Aug-Sep	2020	Jul-Aug-Sep	2020
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2020	Jan-Feb-Mar	2021
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2021		
Operations				
Open for Use			Oct-Nov-Dec	2021
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2021

SCHEDULE DETAILS

ENVIRONMENTAL CLEARANCE: SFMTA expects to be able to seek a Categorical Exemption for this work in Summer 2020 after Conceptual Design is complete.

LEGISLATIVE APPROVALS: This project will require coordination with SFMTA's Transit and Accessibility divisions, another SFMTA project on Bayshore Blvd., and the SF Fire Department. SFMTA expects to advance the conceptual design through inter-agency approvals by the Summer 2020, with SFMTA Board Approval (if required) by Fall 2020.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Bicycle Circulation/Safety	\$0	\$480,000	\$0	\$480,000
Phases in Current Request Total:	\$0	\$480,000	\$0	\$480,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$480,000	\$0	\$480,000
PROP B GENERAL FUND SET-ASIDE	\$1,060,527	\$0	\$90,000	\$1,150,527
Funding Plan for Entire Project Total:	\$1,060,527	\$480,000	\$90,000	\$1,630,527

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$90,000	\$0	Actual Cost
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$480,000	\$480,000	Engineering Estimate based on previous projects
Construction (CON)	\$1,060,527	\$0	Engineering Estimate/Staff Hours and Cost
Operations	\$0	\$0	
Total:	\$1,630,527	\$480,000	

% Complete of Design:	0.0%
As of Date:	02/25/2020
Expected Useful Life:	20 Years

MAJOR LINE ITEM BUDGET				
Cesar Chavez/Bayshore/Potrero Intersection Improvements Phase 2 - DESIGN				

	Total \$1,630,527	Planning \$ 90,000	Design \$ 480,000	Construction \$ 1,060,527
SFMTA:	\$ 480,918		\$ 199,368	\$ 281,550
Sustainable Streets Division - Engineering	\$ 199,368		\$ 199,368	\$ -
Paint Shop Costs	\$ 212,690		\$ -	\$ 212,690
Sign Shop	\$ 68,860		\$ -	\$ 68,860
Signal Shop	\$ -		\$ -	\$ -
Public Works: builds 5 raised crosswalks (2 asphalt/3 concrete)	610,000		\$ 180,000	\$ 430,000
Contractor- 2 RRFBs	350,000		50,000	300,000
2 Rectangular Rapid Flashing Beacons *	350,000		\$ 50,000	\$ 300,000
<i>Contingency</i>	<i>100,000</i>		\$ 50,000	\$ 50,000

* Contractor will be responsible for both design andj construction of the RRFBs

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$480,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$480,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Cesar Chavez/Bayshore/Potrero Intersection Improvements (Hairball) Phase 2 - Design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/21
Phase:	Design Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-139	\$0	\$480,000	\$0	\$0	\$0	\$480,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion, SFMTA shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of work order) and updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with an allocation request for construction.

Special Conditions

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	70.56%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$480,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
JJ

CONTACT INFORMATION

	Project Manager	Grants Manager
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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Bicycle Circulation/Safety
Current Prop K Request:	\$100,000
Supervisory District(s):	Citywide

REQUEST

Brief Project Description

Provide 16 months of Bicycle Safety Education and Outreach, building on successful past programming. The program includes broad outreach to 10,000 San Francisco residents and visitors, and provides classes to more than 1,000 people.

Detailed Scope, Project Benefits and Community Outreach

The SFMTA requests \$100,000 to support 16 months of the Bicycle Safety Education and Outreach program. The SFMTA provides bicycle training classes for adults and children with funding from voter-approved Prop K funds. These classes support Vision Zero and the City's Transportation Demand Management and mode share goals by encouraging more people to bicycle and to do so safely. This program will be delivered through a contract that was awarded to the San Francisco Bicycle Coalition through a competitive bid process. See attached scope for details.

Project Location

Citywide

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount

Justification for Necessary Amendment

Request includes an amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$100,000 from Citywide Neighborways to the subject project in FY 19/20, and reprogram all of the funds programmed for Bike Safety Education and Outreach in FY 20/21 (\$90,000) to Citywide Neighborways. This amendment is required to fully fund the subject project in FY 19/20. The Citywide Neighborways program is still developing its initial set of projects, so deferring a portion of FY 19/20 programming until next year (and leaving \$660,000 in the current fiscal year) will not have an impact on the delivery of the program.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

Background and Scope

The SFMTA requests \$100,000 to support the next 16 months of the Bicycle Safety Education and Outreach program. The SFMTA provides bicycle training classes for adults and children thanks to voter-approved Prop K funds. These classes support Vision Zero and the City's Transportation Demand Management and mode share goals by encouraging more people to bicycle and to do so safely. This program will be delivered through a contract that was awarded to the San Francisco Bicycle Coalition through a competitive bid process.

Please see the attached Evaluation Report for the 2019 program year to learn more about the program's reach and history.

Task 1: Broad Bicycle Safety and Education Outreach Activities

Task 1 requires the SFMTA's contractor to develop and implement activities that introduce bicycling and bicycling safety concepts to people who may not otherwise receive safety messaging and encouragement. The contractor will host a table at 12 pre-determined and mutually agreed-upon fairs, festivals, farmer's markets, and/or open streets events over the course of the contract. The contractor will submit an outreach plan proposing specific dates and locations to the SFMTA for feedback and approval at least one month prior. The goal will be to reach at least 2250 people per quarter. Task 1 requires in-person, community-oriented programming, not on-line messaging or marketing, in order to connect with people where they spend their time. This will include distributing educational and promotional materials in Chinese, Spanish, and Filipino as well as English.

Task 2: Bicycle Safety Education Classes

Task 2 involves multiple activities that will provide bicycle education opportunities for children and adults of varying abilities, including:

- Teaching children and adults how to ride a bike
- Providing bicycling basics to help people start to commute, shop, and travel by bike
- Rules of the road trainings
- On-street bicycle instruction

Each year, a minimum of two classes shall be conducted in each of the following languages: Spanish, English and Chinese, and a minimum of one class conducted in Filipino. Based on learnings from previous years, the SFMTA and the contractor have developed the following portfolio of classes for this contract:

Class Description	Hrs/Class	Target Attendees	# of Classes	Total People
Adult Learn-to-ride	3	20	7	140
Smart City Cycling 1: Classroom	2	30	10	300
Smart City Cycling 2: Maneuvering	2	15	3	45
Smart City Cycling 3: Road Practice	2	15	3	45
Night and All-Weather Biking	1	20	6	120
On-Bike Practice for Adult Beginning Cyclists	3	20	3	60
Sharing City Streets	2	20	2	40
Youth Freedom from Training Wheels	3.5	50	10	500
Total			44	1250

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

Additional Information

Annual evaluation:

The program will be evaluated on demographic information to ensure that outreach and classes are reaching the many, varied communities across the city, as well as on program outcomes, increases in bicycling in SF among program participants, and increases in safety knowledge for people who have participated in trainings and classes. Results from last year's evaluation have been included as an attachment to this request.

Equity:

The program will ensure that event participation is not limited only to people who can pay to attend and that outreach and activities happen within all four quadrants of the city. The budget includes funding to provide multi-lingual materials and translation to ensure people are not excluded by language barriers.

Environmental Status:

On January 10, 2019, the SFMTA Environmental Review Team determined that the Bicycle Safety Education and Outreach program is "Not a Project" pursuant to CEQA as defined in CEQA Guidelines Sections 15060(c) and 15378(b) because the action would not result in a direct or a reasonably foreseeable indirect physical change to the environment.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2020		
Operations				
Open for Use			Oct-Nov-Dec	2021
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2022

SCHEDULE DETAILS

Classes will run from September 2020 through December 2021; final closeout, reporting etc may continue into early 2022.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Bicycle Circulation/Safety	\$100,000	\$0	\$0	\$100,000
Phases in Current Request Total:	\$100,000	\$0	\$0	\$100,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction (CON)	\$100,000	\$100,000	Budget from current contractor
Operations	\$0	\$0	
Total:	\$100,000	\$100,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	N/A

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form
Project Name: Bicycle Safety Education and Outreach

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Item (Quant)	Item (Rate)	Labor (Quant)	Labor (Rate)	Totals
1. Contract					\$ 99,500.00
Task 1: Bicycle Education Outreach					
Materials & Promotion	1	\$ 1,000			\$ 1,000
Translation Services	1	\$ 300			\$ 300
Major Outreach Event	12	\$ 1,796			\$ 21,554
Task 2: Bicycle Safety Education Classes					
Materials & Promotion	1	\$ 1,000			\$ 1,000
Space and Supplies Rental	1	\$ 1,000			\$ 1,000
Translation Services	1	\$ 1,000			\$ 1,000
Adult Learn-to-Ride	7	\$ 2,431			\$ 17,018
Smart City Cycling 1: Classroom	10	\$ 1,334			\$ 13,340
Smart City Cycling 2: Maneuvering	3	\$ 2,123			\$ 6,370
Smart City Cycling 3: Road Practice	3	\$ 2,123			\$ 6,370
Night and All-Weather Biking	6	\$ 1,151			\$ 6,906
Pilot: On-Bike Practice for Adult Beginning Cyclists	3	\$ 2,134			\$ 6,403
Pilot: Sharing City Streets	2	\$ 1,279			\$ 2,558
Freedom From Training Wheels	10	\$ 1,183			\$ 11,830
Task 3: Reporting					
Monthly and Final Reporting	1	\$ 2,850			\$ 2,850
2. SFMTA Support (Contract Award and Oversight)					\$ 500
City Attorney			2	\$ 250	\$ 500
TOTAL CONSTRUCTION PHASE					\$ 100,000

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$100,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$100,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Bicycle Safety Education and Outreach
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2022
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25 +	Total
PROP K EP-139	\$0	\$50,000	\$50,000	\$0	\$0	\$0	\$100,000

Deliverables

1. Quarterly Progress Reports (QPRs) shall provide percent complete of the scope of work; description of outreach activities performed that quarter (including those intended to engage traditionally under-represented bicycle communities); and data on the number of classes held, including class type, location, and number of participants; in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions. QPRs shall also include samples of outreach and class materials.

2. Upon SFMTA's approval of contractor outreach plan (anticipated September 2020), including specific dates and locations, MTA shall submit the outreach plan.

3. Upon project completion (anticipated March 2022), provide copy of program evaluation.

Special Conditions

1. The recommended allocation is contingent upon a concurrent amendment to the Prop K Bicycle Circulation and Safety 5YPP. See attached 5YPP amendment for details.

2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes

1. As a reminder, per the Standard Grant Agreement, all flyers, brochures, posters, websites and other similar materials prepared with Proposition K funding shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	0.0%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$100,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
JJ

CONTACT INFORMATION

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Bicycle Safety Education and Outreach Program

2019 Program Report

Overview

The San Francisco Municipal Transportation Agency Bicycle Safety Education and Outreach Program is funded by Prop K and is administered through a contract with the San Francisco Bicycle Coalition.

- In 2019, the Bicycle Safety Education and Outreach program reached over 10,000 people
- Since 2017, the program has seen an increase in the ethnic/racial diversity of participants
- Nearly all (96%) participants in the adult education classes would recommend their course

Attendance

Over the past three years, the program has seen an increase of participation in bicycle safety programming, both per-event and corresponding to increases in the number of offered events. Our contractors held at least one event (and often more) in each Supervisor District.

Figure 1: Event attendance at bicycle safety events from 2017 to 2019

Year	Outreach Events		Adult Bicycle Education		Freedom from Training Wheels	
	# of Events	# of People Engaged	# of Classes	# of Attendees	# of Events	# of Attendees
2019	11	8944	27	440	9	703
2018	11	8802	26	399	9	778
2017	9	6038	20	268	7	345

Figure 2: Location of 2019 events by San Francisco Supervisor District

District	1	2	3	4	5	6	7	8	9	10	11
# of Events	3	1	3	1	13 ¹	7	2	2	3	7	5

Class Outcomes

Post-class surveys were conducted 6 weeks after classes were held and had about a 25% response rate (~100 responses total). The post-class surveys show positive impacts from the classes (though it should be noted that survey respondents are likely more engaged with bicycle safety than participants overall).

- 96% are very or somewhat likely to recommend the course

¹ While in-classroom courses are spread out among the districts, on-bike classes require car-free outdoor space, which is limited in San Francisco; these classes are most likely to be held at the Arguello Extension in District 5.



- 38% say they bike more since taking the class
- 53% say they have good or excellent knowledge of their rights and responsibilities when biking
- 57% of Adult Learn-to-Ride participants feel at least a little bit confident in their bicycle skills when riding in a car-free area (compared to 13% pre-class)
- 59% of Smart City Cyclist participants feel at least a little bit confident in their bicycle skills when riding in traffic (compared to 39% pre-class)

Demographics

In 2019, our contractors reached an increasingly diverse population of San Francisco residents through culturally competent outreach and education delivered in English, Chinese, Spanish, and Filipino.

- In 2019, 5 out of 27 classes were offered in languages other than English, compared to 3 out of 46 classes in 2017-18
- An additional 8 classes offered the possibility of multi-lingual instruction for attendees

Figure 3: Percentage of adult bicycle education attendees by ethnicity

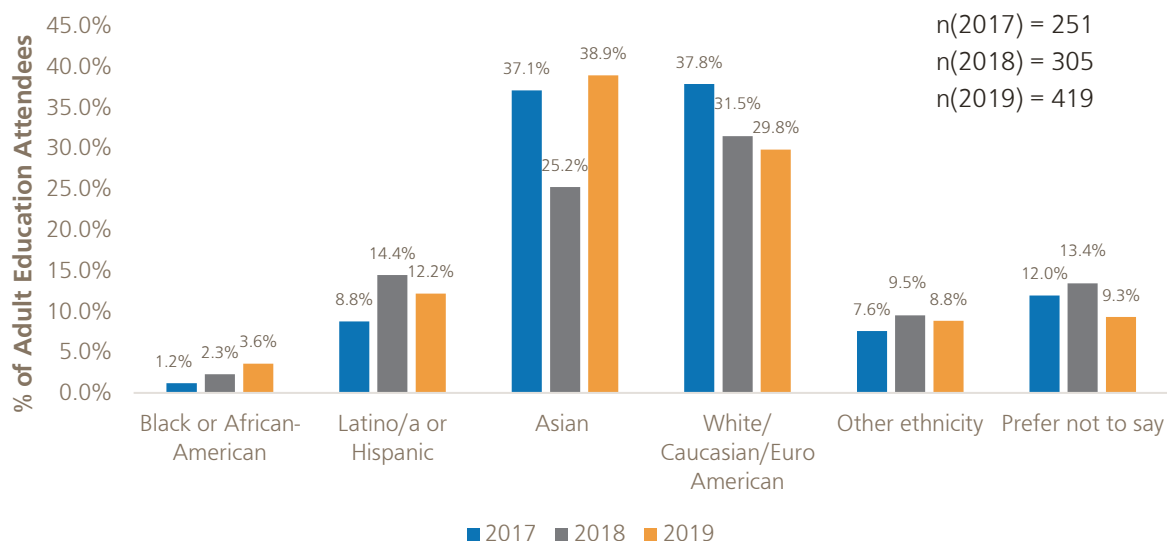
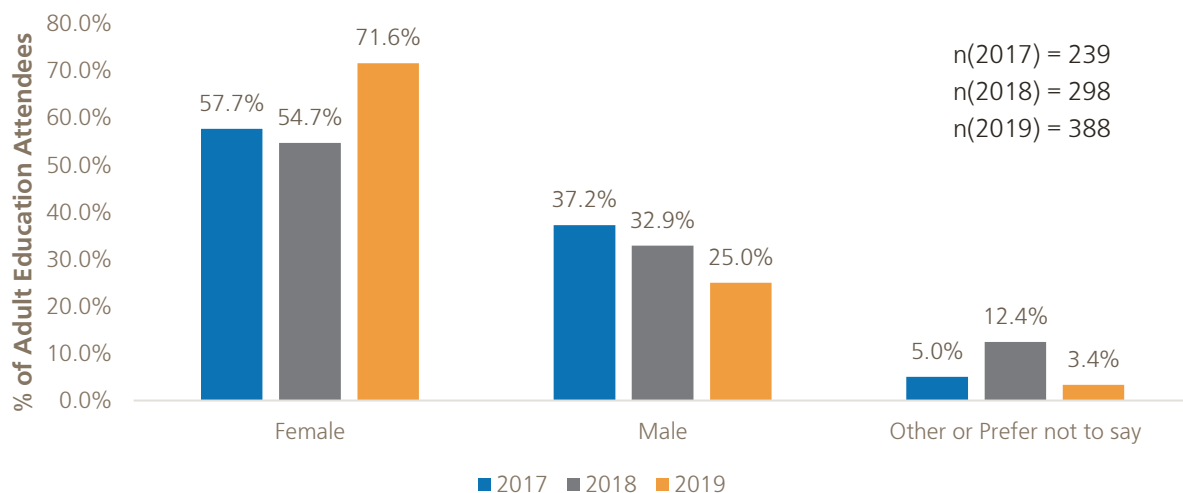


Figure 4: Percentage of adult bicycle education attendees by gender



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Third Street Transit and Safety Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop AA EP categories:	Prop AA Transit Projects
Current Prop AA Request:	\$383,776
Supervisory District(s):	District 06

REQUEST

Brief Project Description

The Third Street Transit and Safety Early Implementation project will reduce bus delays and improve pedestrian safety to better accommodate existing travel demand patterns. The project will be delivered in three phases, and this request is for the second phase which includes adding a queue jump (transit-only turn lane) at Townsend at Third Street and signal hardware modifications at the intersections of Third Street and Folsom, Harrison, Bryant, and Townsend streets.

Detailed Scope, Project Benefits and Community Outreach

See attached background and detailed scope description.

Project Location

3rd Street between Howard and Brannan & Townsend Street at Third Street

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop AA Strategic Plan Amount:	\$383,776

3rd Street Transit and Safety Improvements

Background and Scope

BACKGROUND

Third Street in the South of Market (SoMa) district is a major multimodal arterial providing access to the Financial District, Chinatown, and other destinations north of Market Street as well as Interstate 80 (I-80) and U.S. Highway 101 (US-101) on-ramps. A one-way, northbound street with three to four through lanes of traffic north of King Street, it also features a transit-only lane north of Townsend Street and is one of Muni's busiest corridors, used by nearly 40 buses per hour between Bryant and Market Streets in the peak period. Autos, trucks, and other private vehicles are allowed to access the transit lane to turn right, merge into right-turn lanes, or access curbside parking. However, motorists often drive in the transit-only lane illegally. Additionally, as the surrounding neighborhood has grown rapidly in recent years, pedestrian volumes have increased and the rate of injury collisions along Third Street are among the highest in the City, making it a high-injury corridor.

A range of methods was used to engage with the surrounding community as well as Muni riders, motorists and others from outside the immediate area who might be affected by the changes.

Outreach strategies included:

- More than two dozen stakeholder meetings with and presentations to community and citywide advocacy organizations, institutional stakeholders, residents of senior communities, citizens advisory committees, and the Supervisors offices for Districts 3 and 6.
- A variety of surveys, including surveys for Muni passengers, pedestrians and motorists, as well as a door-to-door survey of merchants regarding their loading needs. These were administered both in-person and through digital channels and in multiple languages.
- An open house attended by approximately 100 participants, with interpreters provided for multiple languages.
- Approximately 14,000 multi-lingual informational mailers sent to businesses and residents in the SoMa and nearby Mission Bay neighborhoods.
- A project website and email updates to more than 4,000 recipients.

The project is consistent with the Central SoMa Plan.

BENEFITS

The Third Street Transit and Safety project will reduce transit delays by 1) relocating the transit-only lane, currently located next to the parking lane or curbside, one lane to the left between Brannan and Howard Streets, which creates additional capacity for vehicles making turns or maneuvering into parking spaces to the right of the lane, reducing conflicts between transit and private vehicles, and 2) relocating and consolidating stops to reduce the total number of stops by one, while simultaneously improving access overall by more evenly spacing stops. It would improve pedestrian safety in a variety of ways, primarily by adding "bulb" sidewalk extensions to reduce crossing distances and make pedestrians more visible, making crosswalks more visible, adding new crosswalks and using traffic signal phases to separate vehicle from pedestrian movements at busy crossings.

PHASING

This project includes three phases. Dividing the project into three phases will allow most project benefits to be delivered within 12-24 months of project approval, rather than in five years, when the final phase is scheduled for completion. Because the early implementation phases do not make expensive changes to the roadway (such as relocation of curblines or changes to drainage), they can be delivered both much faster and for far less money. Additionally, inclusion of fast-tracked early implementation phases will allow the SFMTA to make improvements to pedestrian safety in a Vision Zero high-injury corridor four-plus years earlier than would otherwise be possible.

3rd Street Transit and Safety Improvements

Background and Scope

PHASE 1: In the first phase, now nearing completion, most project elements are being implemented including relocation of the transit lane and stops as well as most of the pedestrian safety improvements. This phase includes construction of boarding islands that will be expanded to transit bulbs as part of Phase 3. Phase 1 improvements along 3rd Street between Brannan and Howard Streets:

- Relocation of the transit lane
- Bus stop consolidation
- Boarding islands (at Folsom and Bryant Streets)
- Painted safety zones
- Crosswalk improvements (not including those at at Folsom and Bryant Streets), including new crosswalks on side streets

PHASE 2 (subject request): This application is for the second phase of the project. This phase includes:

- A transit-only queue-jump on Townsend for buses turning onto 3rd Street. Queue-jump turn lanes allow transit vehicles to bypass automobile queues, reducing delay by anywhere from a few seconds to most of a signal cycle.
- Signal hardware modifications at four intersections to increase the visibility of leading transit interval (LTI) signals. These signal improvements are regularly employed by SFMTA to reduce transit delay and travel time variability. LTIs allow transit vehicles to proceed ahead of vehicle traffic, reducing conflicts with private vehicles. In the case of the 3rd and Townsend queue, preliminary traffic modeling found an average vehicular delay of 50 seconds for the turn movement. We expect this to decline substantially for transit, at a location used by up to 20 buses per hour.

Phase 2 will be completed within 12 months (see detailed intersection improvement drawings, attached)

PHASE 3 will include:

- Transit bulbs at Folsom and Bryant Streets
- New crosswalks at Folsom and Bryant Streets. These must be coordinated with the transit bulbs
- Upgraded curb ramps

SCOPE OF OVERALL PROJECT

(see rendering of planned 3rd Street transit and safety improvements following scope description)

Transit Lane Changes: The existing transit-only lane on Third Street was designed to mitigate traffic delays. In 2014, the lane was upgraded with red colorization to improve motorist compliance with transit lane restrictions. However, staff has concluded that the transit-only lane is inherently prone to delay due to turning vehicles, and that allocating more space for right-turning traffic to queue would reduce conflicts and delay.

Specifically:

- Starting just north of Brannan Street and ending just north of the existing stop at Folsom Street, the transit lane would be the third lane from the eastern curb. To its right would be full-time right-turn lanes and the curbside lane, which would primarily be parking and loading but would include a second, smaller right-turn lane at Bryant and Folsom. Tow-away restrictions would be used to extend the second right-turn lane along the curb during peak periods at Bryant and Folsom Streets (a second turn lane would not be provided at Harrison due to its two-way configuration and limited ability to receive turning vehicles; a full-time curbside right-turn lane would also be provided at Brannan). Dual turn lanes would create additional capacity; they would also create space for right- turning motorists to maneuver around vehicles illegally parked along the curb during towaway hours.

3rd Street Transit and Safety Improvements

Background and Scope

- Between the Folsom Street stop and Howard Street, the transit lane would be the second lane from the eastern curb, rather than curbside as today. This would provide a transition between the segments of lane to the south and to the north, between Howard and Mission Streets where the transit lane is currently the second lane from the curb.
- There would be no changes to the location of the transit lane south of Brannan Street or north of Howard Street. Right-turn delay is not a major issue in this segment, as right turns are not allowed at Howard Street or Market Street, and right turn volumes are lower at Mission Street than farther south.

These changes would allow buses to bypass right-turn queues at Bryant, Harrison and Folsom Streets while remaining in the transit lane. They would also provide additional capacity for right turns outside of the transit lane.

To accommodate these changes, the remaining lanes of Third Street between Brannan and Howard Streets would be reconfigured. During peak periods, there would be three continuous through lanes of traffic to the left of the transit lane from Townsend Street to Market Street. During off-peak periods, the curbside lane would be used primarily for parking and loading and there would be two lanes of through traffic in the three-block segment between Brannan and Folsom Streets. Along with pedestrian safety improvements, these changes would also require changes to parking and loading, described in the attachment.

There will also be signal hardware modifications at 3rd and Folsom, 3rd and Harrison & 3rd and Bryant to facilitate the new separated phasing on 3rd Street. This work would add new signal poles, vehicle signals, and signal conduit.

Transit Stop Changes: To further reduce transit delays, some stops would be removed or relocated. The proposed right-turn lanes in the second lane from the curb at Bryant, Harrison, and Folsom Streets present opportunities to locate large transit bulb stops on the far side of the intersection, as no transit or private vehicle movements would need to be accommodated in this space. For this reason, and to provide more consistent spacing between stops and comply with SFMTA Stop Spacing Guidelines, stops are proposed to be located as shown in the attachment.

The stops at Townsend/Brannan Streets (existing), Bryant Street (new) and Folsom Street (existing) would be located on bulbs long enough to simultaneously accommodate two 60-foot buses. The existing bulb at Townsend/Brannan Streets would be widened to approximately 10 feet, effectively widening the sidewalk to 20 feet, while new bulbs at Bryant and Folsom Streets would be approximately 14 feet wide, effectively widening the sidewalk to 24 feet. All three stops would provide space for shelters and other amenities. New transit islands would be constructed as a near-term improvement at Folsom and Bryant. They would be replaced with bulbs when the long-term improvements are constructed.

The existing stop at Mission Street would remain as is. The temporary existing stop at Harrison Street (formerly at Perry Street) would be removed, and replaced by the proposed stop at Bryant Street. The existing stop at Howard Street would be eliminated as it is not a transfer point and has lower ridership than adjacent stops. The result would be a reduction in the total number of stops on Third Street in SoMa from five to four, and a reduction in the maximum distance between stops from nearly 1,800 feet to less than 1,300 feet. The bus zone at Perry Street, currently not used by Muni, would be retained for use by AC Transit. Altogether, these improvements are projected to reduce PM peak period transit travel times between the Caltrain terminal and Market Streets by approximately two minutes per trip, or over 20 percent.

Pedestrian Safety Improvements: As SoMa has become one of San Francisco's fastest-growing neighborhoods in recent years, pedestrian volumes on Third Street have increased. The 24-hour pedestrian count is now more than 3,000 at the intersection of Third and Mission Streets, and more than 2,000 at Third and Folsom Streets.

3rd Street Transit and Safety Improvements

Background and Scope

Even at Bryant Street, south of I-80 and farther from the traditional downtown, the pedestrian volumes exceed 1,000 per day. Volumes are much higher after Giants games and other events at AT&T Park.

South of Mission Street, sidewalks are 10 feet wide, below the Planning Department's Better Streets guidelines for Mixed-use Streets such as Third Street. While there are traffic signals at every major intersection and crosswalks on most legs of these intersections, there are closed crosswalks at Bryant and Folsom, and other crosswalks are not designed to SFMTA's current high-visibility standards. There are also no pedestrian bulbs at crosswalks on Third Street, and the roadway is 62.5 feet wide, with up to six lanes of traffic.

Speeds at the 85th percentile are well over the posted speed limit of 25 miles per hour. Between Townsend and Brannan Streets, the 85th percentile speed is 30 miles per hour. Additionally, as a major access route to downtown and area freeways, Third Street experiences high volumes of truck traffic.

Third Street has been identified by San Francisco's Vision Zero program as a High-Injury Corridor. Analysis conducted for this project found that in the five-year period between 2012 and 2016, there were a total of 50 pedestrian- or bicyclist-involved collisions on Third Street between Townsend and Mission Streets, or 10 per year. Of these, two were fatal, and another six resulted in severe injuries. The collisions were distributed throughout the corridor, with between six and seven pedestrian collisions at each of the intersections of Third Street with Bryant, Harrison and Howard Streets.

This project seeks to improve pedestrian safety, and to more comfortably accommodate increasing volumes of pedestrians, by implementing a range of improvements. These include:

- Sidewalk extensions (bulbs). Transit bulbs would be installed at Bryant and Folsom Streets, which would be approximately 14 feet wide and would effectively widen the sidewalk at those locations to approximately 24 feet (over a length of more than 150 feet). Pedestrian bulbs approximately six feet wide are planned on one or more corners at Townsend, Brannan, Bryant and Howard Streets. Crossing distances would be reduced to approximately 48 to 49 feet, and pedestrians on bulbs waiting to cross the Street would also be made more visible to motorists. (Note that sidewalk extensions are under the jurisdiction of San Francisco Public Works, not the SFMTA.)
- New crosswalks. Crosswalks would be added on the northern side of the intersection at Bryant and Folsom Streets, reducing the number of crossings required at these locations from three to one. Additionally, crosswalks would be added along Third Street at intersections with minor Streets and alleys such as Stillman and Minna Streets.
- Upgraded crosswalks. All crosswalks would be of a high-visibility "continental" design.
- New and upgraded curb ramps. Non-compliant curb ramps would be upgraded. A second ramp would also be added in locations where a single ramp now serves crossings in two directions, and is not directly aligned with one or both crosswalks, for example on the northeast corner of Third and Townsend Streets. (Note that curb ramps are under the jurisdiction of San Francisco Public Works, not the SFMTA.)
- Advance limit lines. Advance limit lines or stop bars for motorists would be added in advance of the crosswalk at all signalized intersections on Third Street.
- Leading pedestrian intervals. As part of planned upgrades to traffic signal hardware, all signalized intersections without leading pedestrian intervals or pedestrian "head starts" would receive them.
- Right turn on red restrictions. Signal cycles at Bryant and Folsom Streets would also include a turn-only phase, allowing protected right turns off of Third Street and left turns onto Third Street. During this phase, pedestrian movements would be prohibited. At all other times, these turn movements would be restricted, reducing conflicts between vehicles and pedestrians in the crosswalk. Signal hardware modifications will be made to facilitate new separated phasing between motorist and pedestrians.

3rd St, from Mission to Clementina

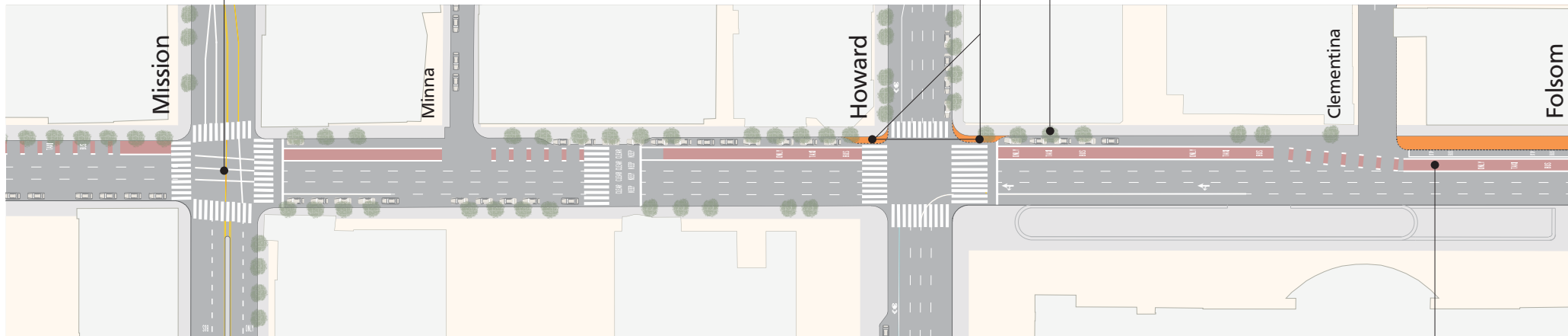


Improved
Crosswalks

New Pedestrian
Bulbs



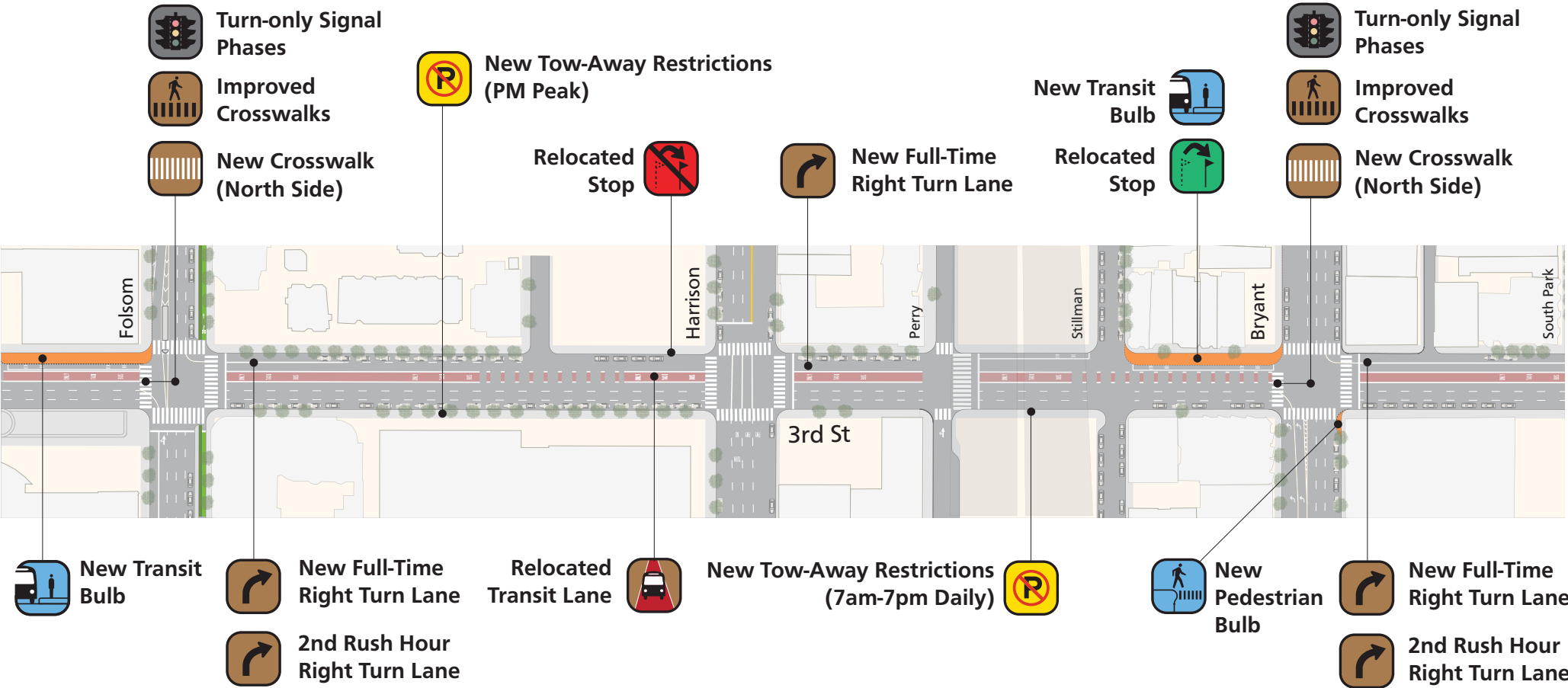
Removed Stop
Parking & Loading Added



Relocated Transit
Lane



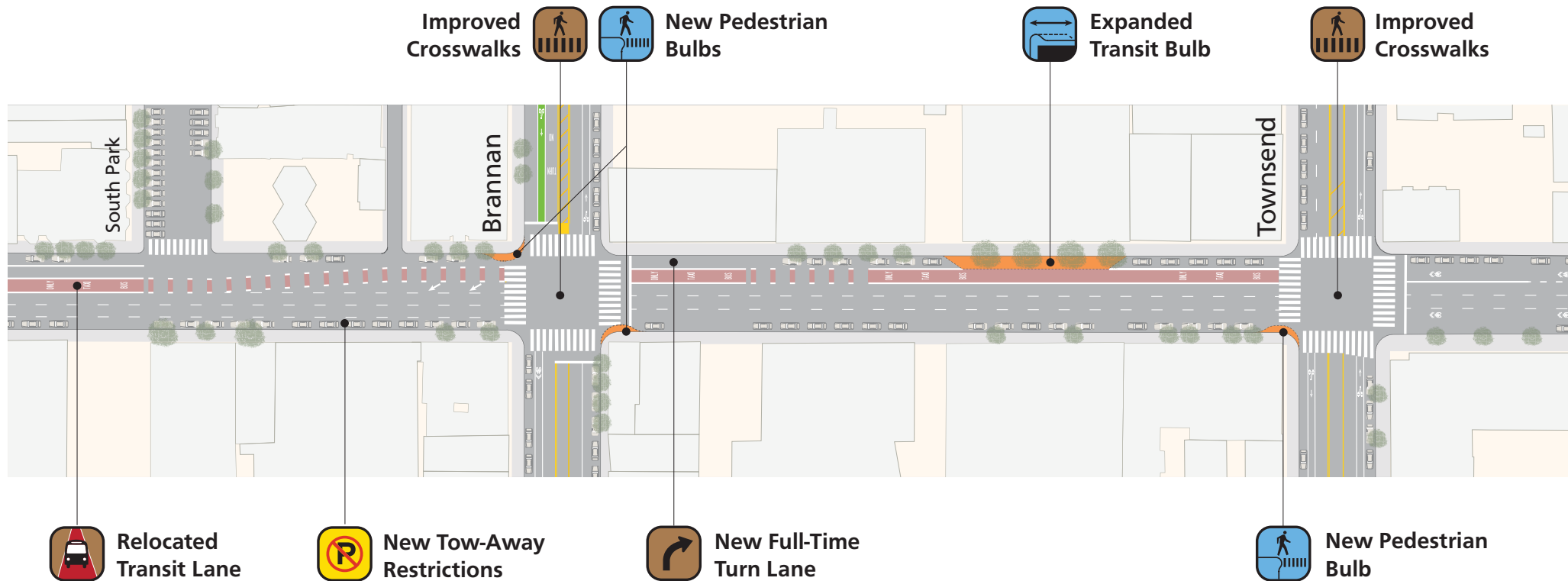
3rd St, from Folsom to Bryant



 Existing Tow-Away Hours Extended
Some Parking Spaces Removed
Some Loading Zones Relocated



3rd St, from South Park to Townsend



Existing Tow-Away Hours Extended
Some Parking Spaces Removed
Some Loading Zones Relocated

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Third Street Transit and Safety Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Jan-Feb-Mar	2019	Jan-Feb-Mar	2019
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2019	Jul-Aug-Sep	2019
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2019		
Operations				
Open for Use			Jul-Aug-Sep	2021
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2021

SCHEDULE DETAILS

Construction
Phase 1: October 2019 - June 2020
Phase 2: July 2020 - July 2021
Phase 3: July 2023 - June 2024

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Third Street Transit and Safety Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA: Prop AA Transit Projects	\$0	\$383,776	\$0	\$383,776
Phases in Current Request Total:	\$0	\$383,776	\$0	\$383,776

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$0	\$383,776	\$0	\$383,776
SFMTA OPERATING FUND	\$0	\$1,500,000	\$0	\$1,500,000
PROP B GENERAL FUND SET ASIDE	\$0	\$1,000,000	\$80,000	\$1,080,000
Funding Plan for Entire Project Total:	\$0	\$2,883,776	\$80,000	\$2,963,776

COST SUMMARY

Phase	Total Cost	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$50,000	\$0	Actual Cost
Environmental Studies (PA&ED)	\$5,000	\$0	Actual Cost
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$25,000	\$0	Actual Cost
Construction (CON)	\$2,883,776	\$383,776	Based on 100% design
Operations	\$0	\$0	
Total:	\$2,963,776	\$383,776	

% Complete of Design:	100.0%
As of Date:	09/30/2019
Expected Useful Life:	5 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

Third Street Transit and Safety Improvements Phase 2

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)	
Budget Line Item	SFMTA
Construction Tasks	
Task 1: Signal Installation	\$ 183,140
Task 2: Paint Installation	\$ 95,000
Subtotal	\$ 278,140
Construction Management/Support	\$ 36,628
Project Management	\$ 11,904
Design Support (construction phase)	\$ 27,471
Contingency	\$ 29,632
TOTAL CONSTRUCTION PHASE	\$ 383,776

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Third Street Transit and Safety Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$0	Total Prop AA Requested:	\$383,776
Total Prop K Recommended:	\$0	Total Prop AA Recommended:	\$383,776

SGA Project Number:		Name:	3rd Street Transit and Safety Phase 2
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2022
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP AA EP-703	\$0	\$383,776	\$0	\$0	\$0	\$383,776

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, list of improvements completed at each location to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR due July 1, 2020, SFMTA shall provide 2-3 photos of typical before conditions.

3. Upon completion of project, SFMTA shall provide 2-3 photos of complete project.

Special Conditions

1. Reimbursement is conditioned upon receipt of evidence of completion of design (e.g. copy of certifications page).

2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	No Prop K	0.0%
Actual Leveraging - This Project	No Prop K	87.05%

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Third Street Transit and Safety Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

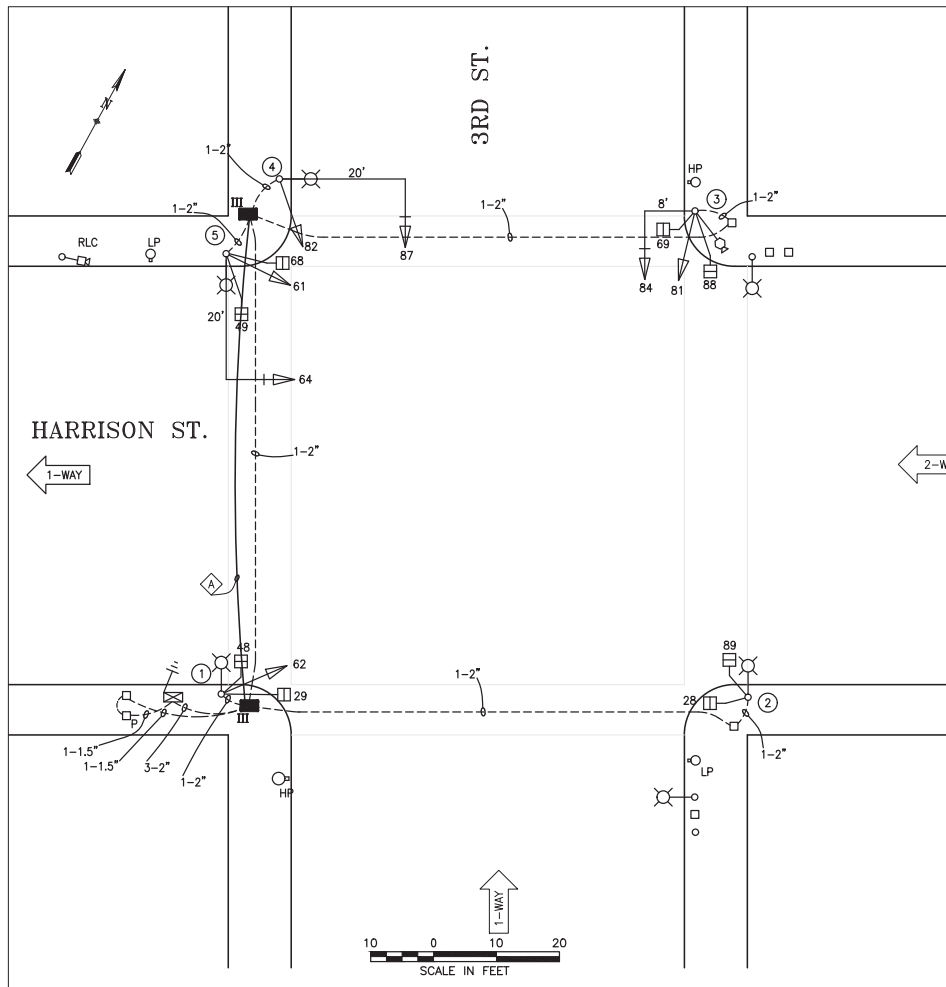
Current Prop AA Request:	\$383,776
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
JJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Kevin Shue	Joel C Goldberg
Title:	Assistant Engineer	Grants Procurement Manager
Phone:		(415) 646-2520
Email:	kevin.shue@sfmta.com	joel.goldberg@sfmta.com



POLE AND EQUIPMENT SCHEDULE

POLE No.	TYPE OF POLE	LUMINAIRE (HPS) VOLTAGE/ WATTS	VEHICLE SIGNAL			PEDESTRIAN SIGNAL			REMARKS
			No.	TYPE	MOUNTING (F/I)	No.	TYPE	MOUNTING (F/I)	
①	CITY STANDARD SL WITH 6' LUMINAIRE ARM.	120/150	62	3S12"	SV-1-T	29 48	IS-COUNT IS-COUNT	SP-1 SP-1	
②	CITY STANDARD SL WITH 6' LUMINAIRE ARM.	120/150				28 89	IS-COUNT IS-COUNT	SP-1 SP-1	
③	16-1-70 WITH 8' MAST ARM		81 84	3S12" 3S12"	SV-1-T MAS	69 88	IS-COUNT IS-COUNT	SP-1 SP-1	RLC AUX FLASH BACKPLATE
④	17B-1-70 WITH 20' MAST AND 6' LUMINAIRE ARMS.	120/200	82 87	3S12" 3S12"	SV-1-T MAS				BACKPLATE
⑤	17B-1-70 WITH 20' MAST AND 6' LUMINAIRE ARMS.	120/150	61 64	3S12" 3S12"	SV-1-T MAS	49 68	IS-COUNT IS-COUNT	SP-1 SP-1	BACKPLATE

SHEET NOTES:

- ◊ F/I 2-2" PVC CONDUITS AND PULL ROPE.

NO.	DATE	DESCRIPTION	BY	APP

CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SFMTA



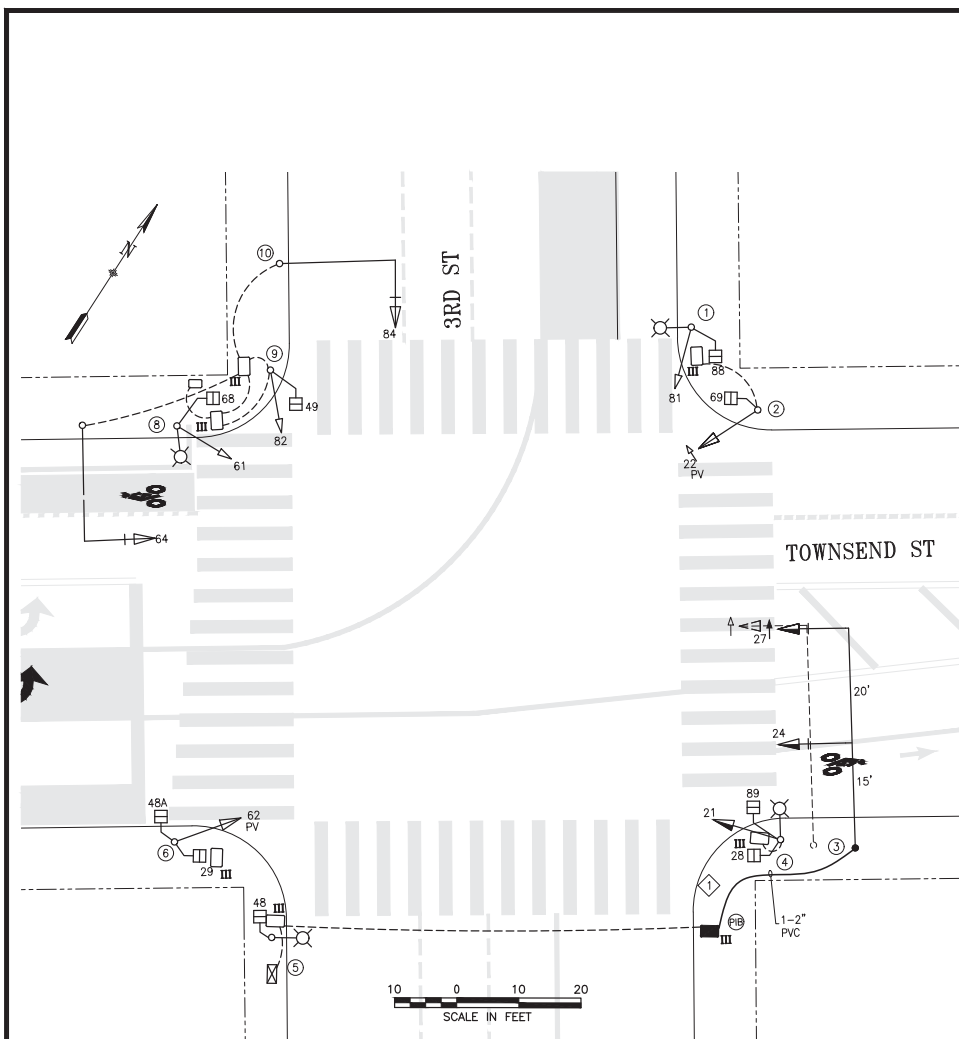
DRAWN: _____		DATE: _____	
CHECKED: _____		DATE: _____	

APPROVED	SCALE:
AS SHOWN	
SHEET/SHEETS:	
3 OF 4	

MUNI FORWARD AS-NEEDED CONTRACT

3RD STREET AND HARRISON STREET

CONTRACT NO.
DRAWING NO.
E-2.0
FILE NO.
REV. NO.



POLE AND EQUIPMENT SCHEDULE											
POLE No.	TYPE OF POLE	LUMINAIRE VOLTAGE/ WATTAGE	VEHICLE SIGNAL					PEDESTRIAN SIGNAL			REMARKS
			No.	TYPE	MOUNTING	VISORS	LOUVERS	No.	TYPE	MOUNTING	
①	EX SL		81	358"	SV-1-T	T		88	1S-COUNT	SP-1	
②	EX MUNI (FEEDER)		22	PV4S12"-GLA	SV-1-T	T		69	1S-COUNT	SP-1-T	EXTERNAL CONDUIT SEE DETAIL 2 ON DWG E-29.
③	18-3-100 35' MAST ARM		27 24	3S12"-LA	MAC MAC	T T					BACKPLATE
④	EX MUNI		21	3S12"	SV-1-T	T		28 89	1S-COUNT 1S-COUNT	SP-1 WITH 18" NIPPLES SP-1-SF	
⑤	EX MUNI							48	1S-COUNT	SP-1	
⑥	1-A (10')		62	PV 3S12"	TV-1	T		29 48A	1S-COUNT 1S-COUNT	SP-2-T-SF	
⑦	16-1-70 WITH 20' MAST ARM		64	3S12"	MAS (END)	T					BACKPLATE
⑧	CITY STANDARD SL WITH 6' LUMINAIRE ARM	120/150	61	358"	SV-1-T	T		68	1S-COUNT	SP-1	REUSE EX FOUNDATION
⑨	1-A (10')		82	358"	TV-1	T		49	1S-COUNT	SP-1	
⑩	16-1-70 WITH 20' MAST ARM		84	3S12"	MAS (END)	T					BACKPLATE

SHEET NOTES:

- ① F/1 1-2" PVC CONDUIT AND SIGNAL WIRES FOR SIGNAL 27 AND 24 FROM POLE 3 TO THE I.C.

<table> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> <th>APP</th> </tr> <tr> <td colspan="5">TABLE OF REVISIONS</td> </tr> <tr> <td colspan="5">CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION</td> </tr> </table>				NO.	DATE	DESCRIPTION	BY	APP	TABLE OF REVISIONS					CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION							<table> <tr> <td colspan="2">APPROVED</td> <td>SCALE:</td> </tr> <tr> <td>DRAWN:</td> <td>DATE:</td> <td>1" = 20'</td> </tr> <tr> <td>CHECKED:</td> <td>DATE:</td> <td>SHEET/SHEETS</td> </tr> <tr> <td></td> <td></td> <td>4 OF 4</td> </tr> </table>	APPROVED		SCALE:	DRAWN:	DATE:	1" = 20'	CHECKED:	DATE:	SHEET/SHEETS			4 OF 4	<table> <tr> <td colspan="2">MUNI FORWARD AS-NEEDED CONTRACT</td> </tr> <tr> <td colspan="2">3RD ST & TOWNSEND ST</td> </tr> </table>	MUNI FORWARD AS-NEEDED CONTRACT		3RD ST & TOWNSEND ST		<table> <tr> <td>CONTRACT NO.</td> </tr> <tr> <td>DRAWING NO.</td> </tr> <tr> <td>FILE NO.</td> </tr> <tr> <td>REV. NO.</td> </tr> </table>	CONTRACT NO.	DRAWING NO.	FILE NO.	REV. NO.
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